

EAA Chapter 538 YOUNG EAGLE PILOT Orientation and Review



Let's share the Wealth

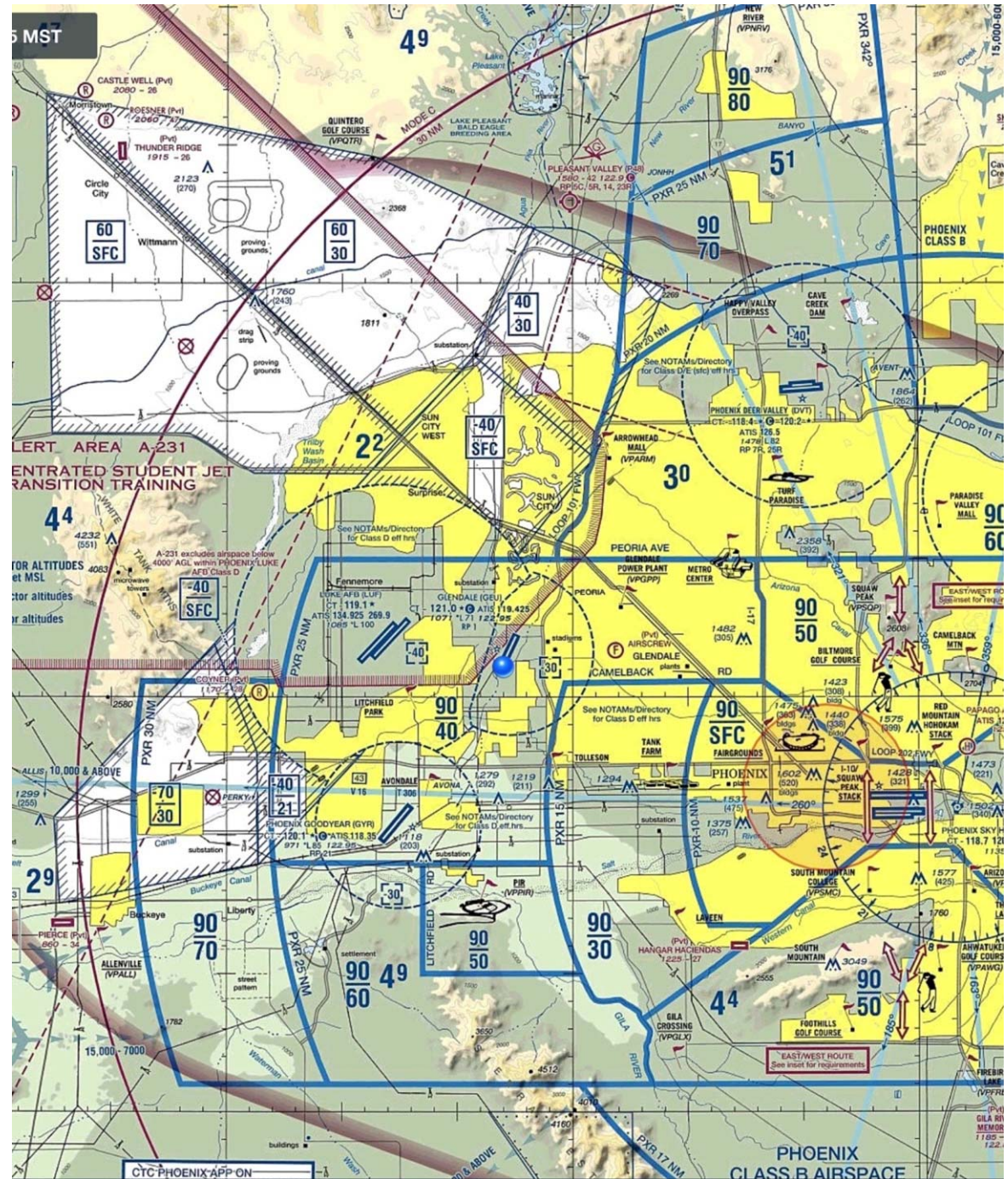


First, let us say THANK YOU for your participation!

We want to take the opportunity to review how we have been operating these events, to provide valuable information and solicit input from all participants.

Operating out of the Glendale Airport (blue dot) can be a little challenging because we have to deal with several different types of airspace.

1. Class D
2. Class B
3. Class E
4. Alert Area
5. Luke SATR
6. and perhaps a TFR



Operating out of Glendale Municipal Airport (KGEU)

(With one runway 1-19)

ATIS 119.425
Tower 121.0
Ground 118.0

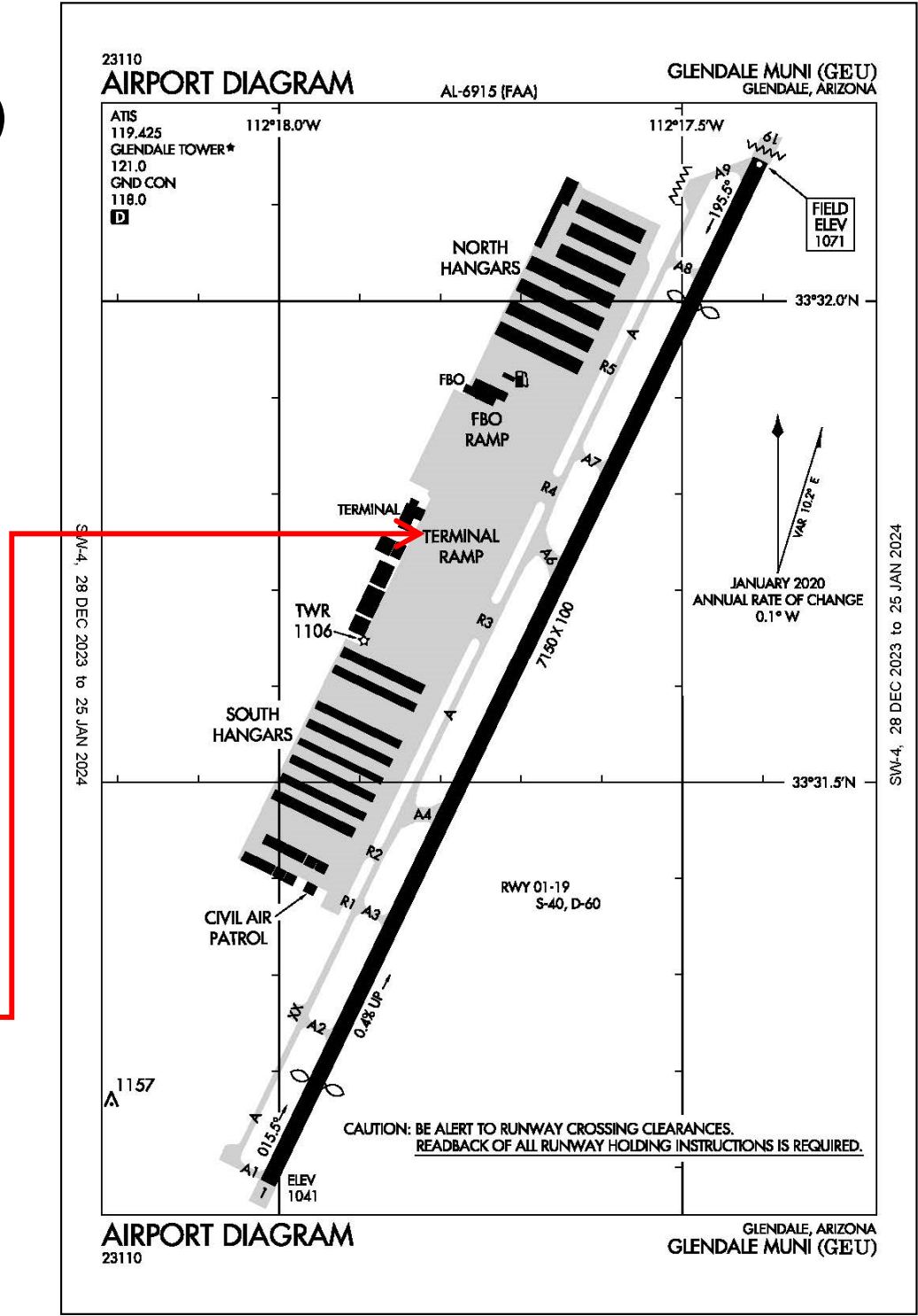
Pattern Altitude 2,101
(Give me a break! I'm lucky if I can fly the pattern at 2,100 feet)

Right Traffic for Runway 1

Displaced Thresholds
Runway 1 – 701' // Runway 19 = 1,001'

Normal runway exit point after landing
Runway 1 = A6 // Runway 19 = A4

**Normal aircraft staging area in front of
the Terminal Building**



Glendale Municipal Airport (KGEU)

(Thank you Google Earth)

Notice displaced threshold on both runways

Landing ground roll distances:

Runway 19: Threshold to taxiway A4 = 3,571'

Runway 19: TDZ to taxiway A4 = 2,550'

Runway 1: Threshold to taxiway A6 = 3,575'

Runway 1: TDZ to taxiway A6 = 2,450'



Final Approach Runway 1

Notice the displaced threshold?



Final Approach Runway 19

Notice 1,001 foot displaced threshold.

Notice road crossing right by the blast fence at the runway.

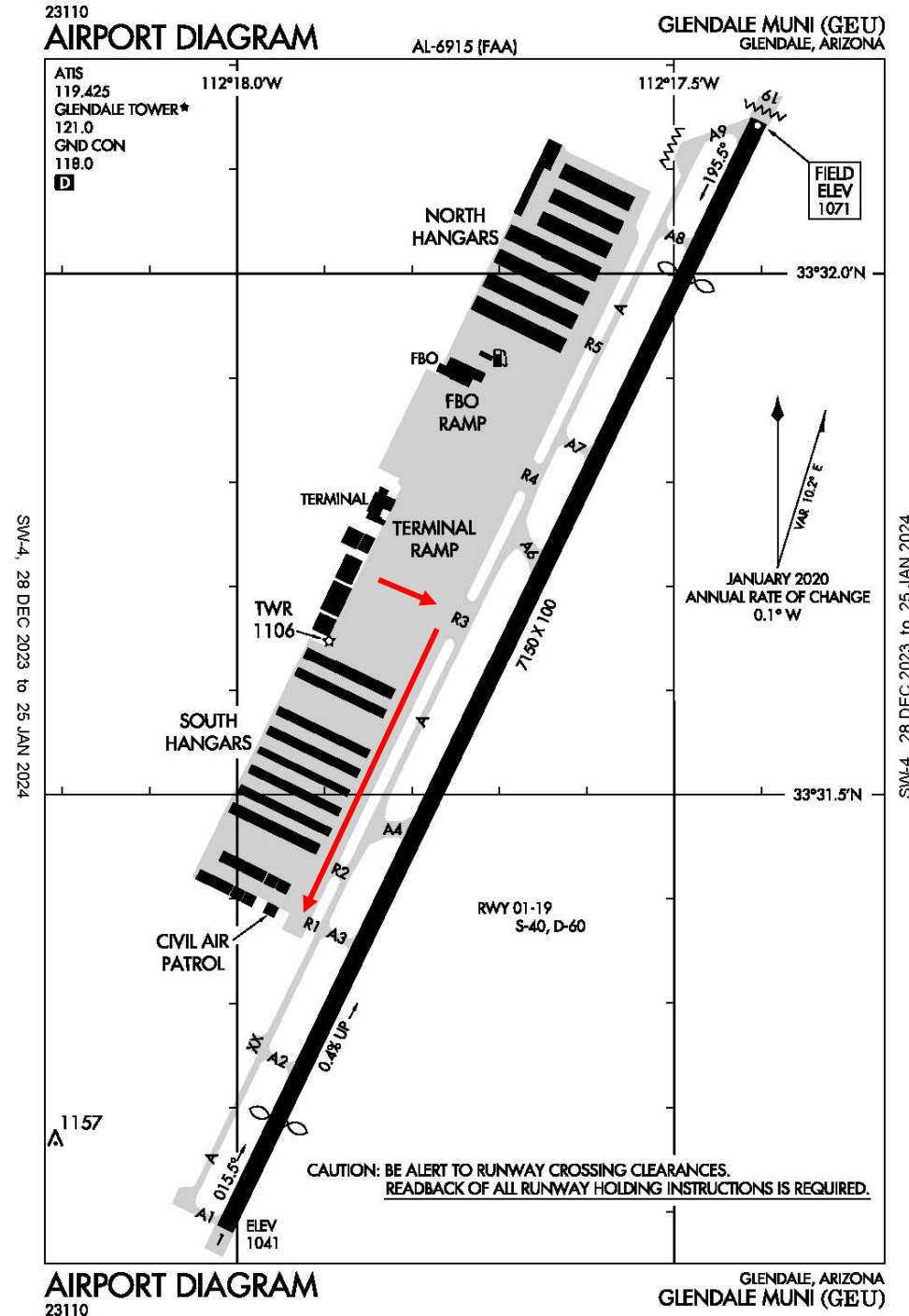


Normal Taxi routes for arriving and departing traffic

Runway 1 in use:

Departing: Use the ramp to taxiway A3, then transition to taxiway A.

Arriving: Plan exiting the runway at taxiway A6 and taxi north on taxiway A.



Runway 1 in use:

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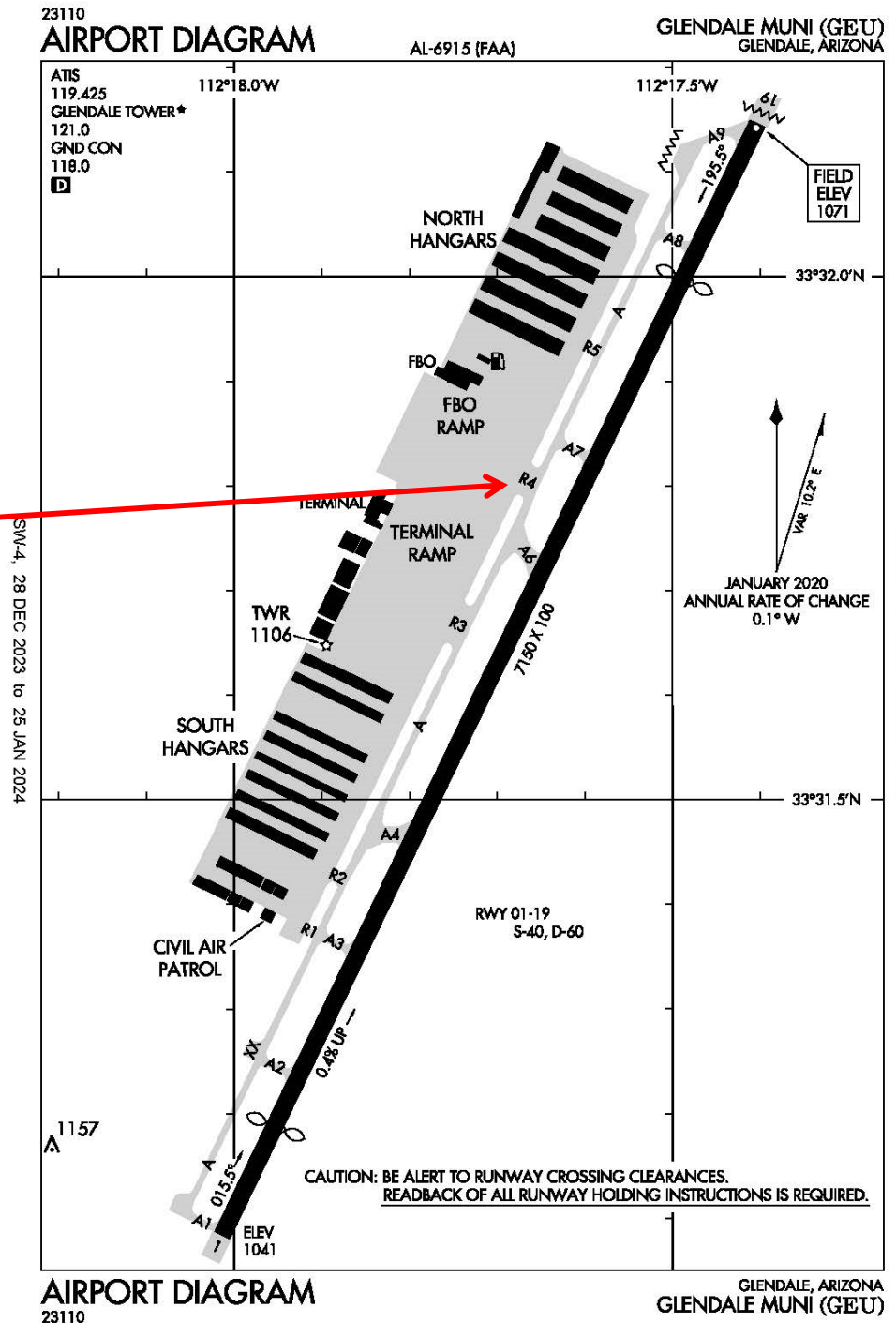


Normal Taxi routes for arriving and departing traffic

Runway 19 in use

Departing:
Use the ramp and join taxiway A
north of Taxiway A6

Arriving:
Plan exiting the runway at taxiway A4



Runway 19 in use:

- **Departing:** Use the ramp to taxiway A north of taxiway A6.
- **Arriving:** Plan exiting the runway at taxiway A4.



Radio calls

- For radio calls, preface your call sign with “Young Eagle”. For example: “Young Eagle Cessna 5483K”
- When ready for takeoff, call the tower only when you are Number One.

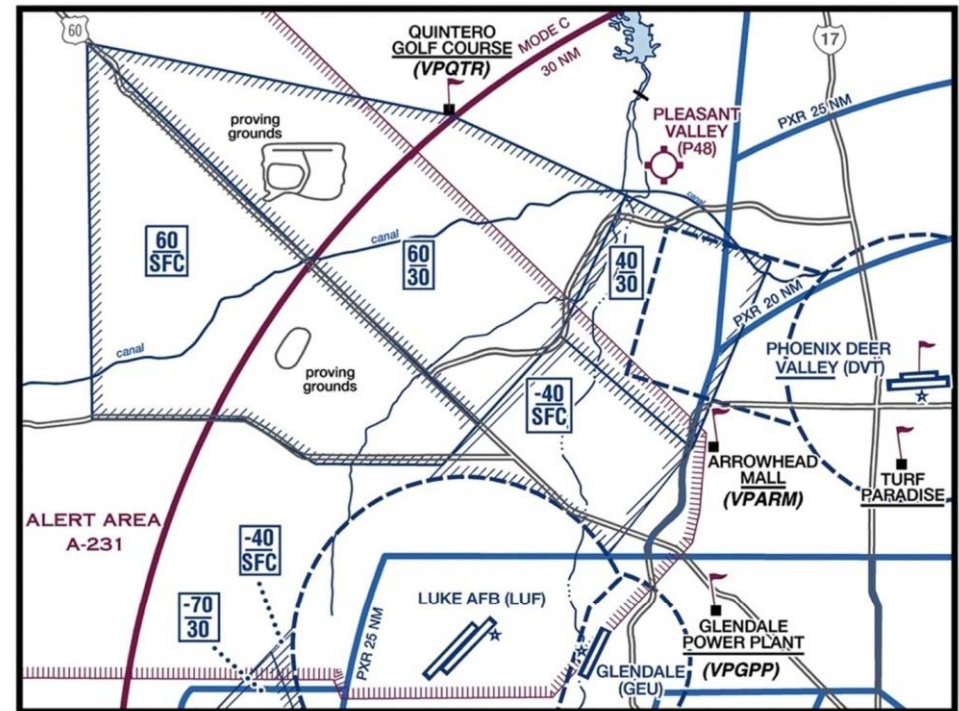


Special Air Traffic Rule

- North Area
- **Normally** active during daylight hours, Monday through Friday.
- Could it possibly be active on Saturday?

LUKE SATR NORTH AREA

CONTACT 118.15



LUKE AFB SPECIAL AIR TRAFFIC RULE REQUIREMENTS OF FAR 93.177 MUST BE MET

The Luke AFB Special Air Traffic Rule Terminal Area is described in FAR 93.176 and is active during official daylight hours Monday through Friday while Luke pilot flight training is underway, as broadcast on the local Automatic Terminal Information Service (ATIS) from LUF, DVT, GEU, and GYR towers

OPERATIONS IN THE SPECIAL AIR TRAFFIC RULE (SATR) AREA: Unless otherwise authorized by Air Traffic Control (ATC), no person may operate an aircraft in flight within the SATR Area unless the following requirements are met:

1. Before operating within the SATR Area, that person establishes radio contact with the Luke RAPCON; and
2. That person maintains two-way radio communication with the Luke RAPCON or an appropriate ATC facility while within the SATR Area.

Requests for deviation from the provisions of this section apply only to aircraft not equipped with an operational radio. The request must be submitted at least 24 hours before the proposed operation to Luke RAPCON at 623-856-6448.

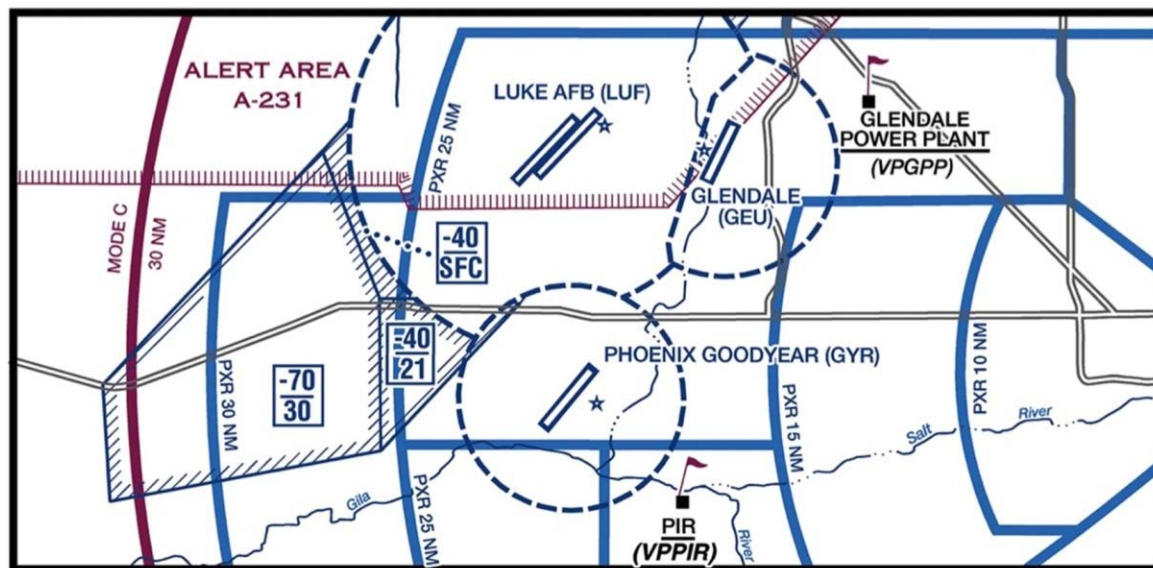
NOTE: When the Luke AFB Special Air Traffic Rule is in effect, pilots operating NORTH of Luke AFB must contact LUKE APP on 118.15, pilots operating SOUTH of Luke AFB must contact LUKE APP on 125.45, prior to entering the SATR Area.

Special Air Traffic Rule

- South Area
- If flying the southern route, the SATR should not be a factor.
- Extensive flight training around KGYR!
Monitor tower on 120.1

LUKE SATR SOUTH AREA

CONTACT 125.45



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Alert Area?

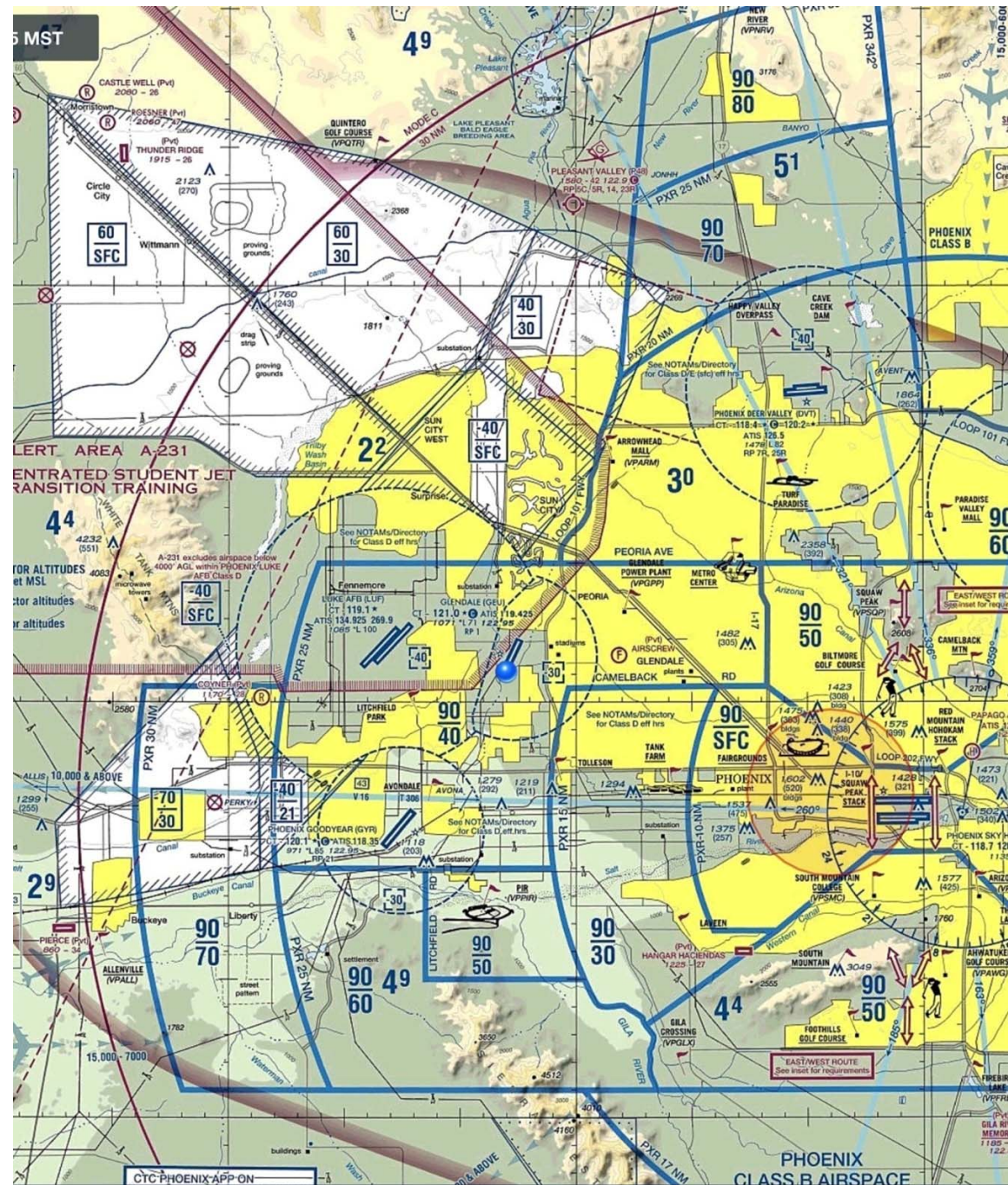
From the **A**eronautical **I**nformation **M**anual (**AIM**)

3-4-6. Alert Areas

Alert areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area must be conducted in accordance with CFRs, without waiver, and pilots of participating aircraft as well as pilots transiting the area must be equally responsible for collision avoidance.

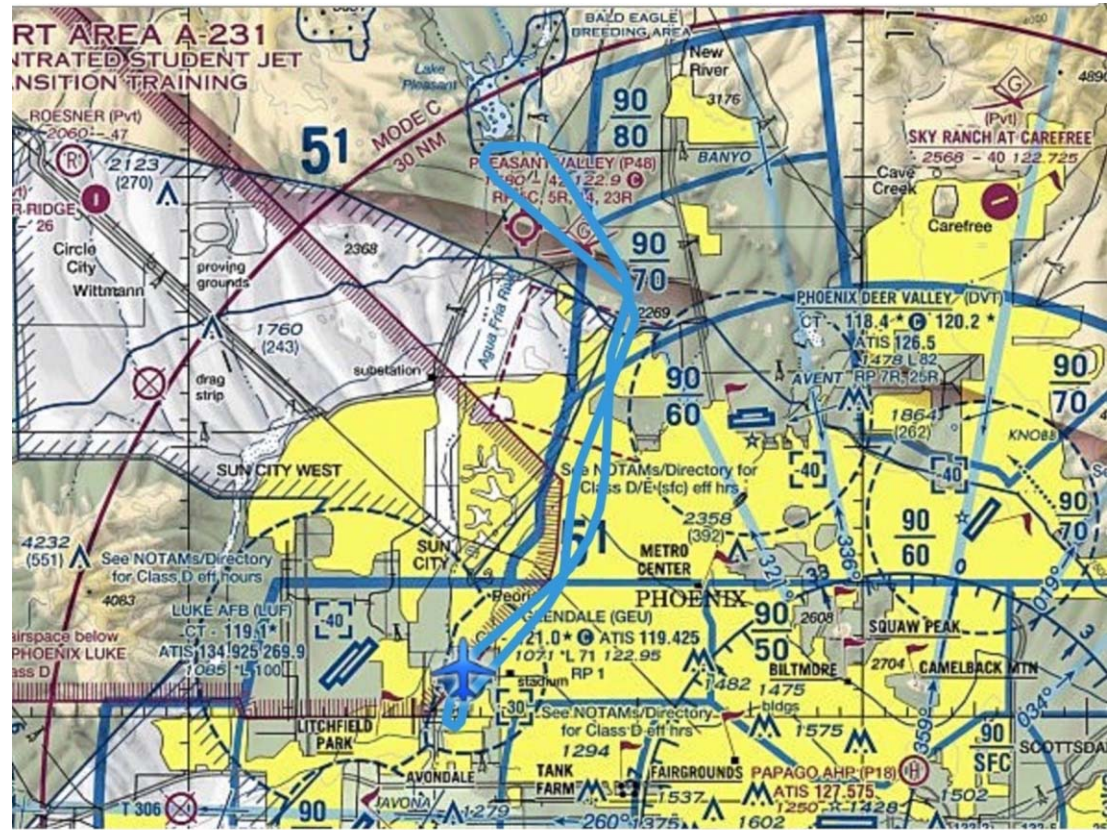
Routes

- Due to PHX Class B airspace to the east and Luke's Class C, Alert Area A-231 and Luke's SATR to the west, Young Eagle flight are usually flown to the NORTH or to the SOUTH.
- Often, Luke's airspace is not active on Saturdays. That will be covered in the pilot briefing. When not active, it opens the option to fly to the west.



North Route

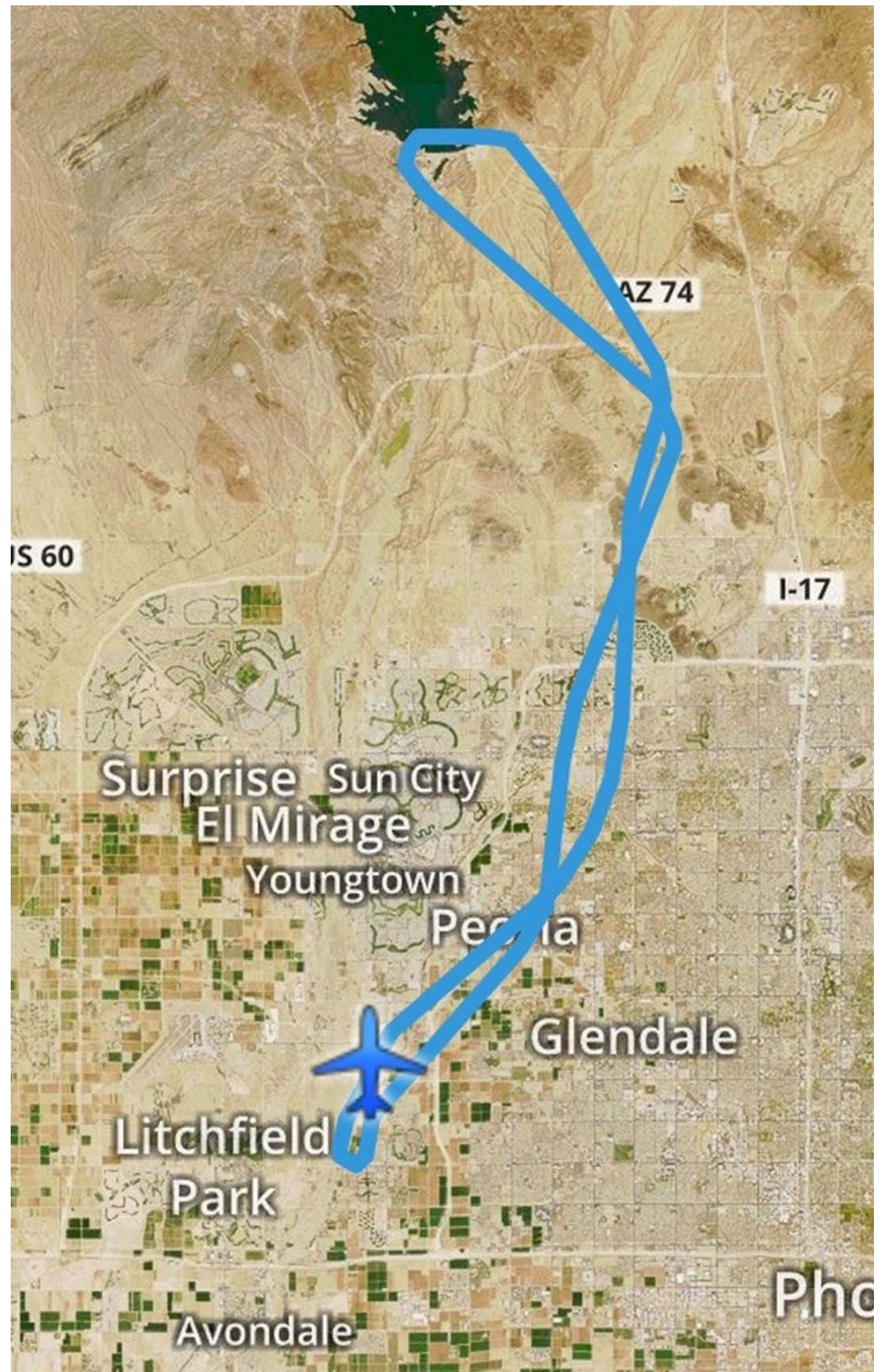
- On the NORTH route, it is suggested to proceed to the Glendale Power Plant (VPGPP). Then to the Arrowhead Mall (VPARM), remaining below 4,000 till abeam Metro Center to avoid DVT's Class C airspace. If your aircraft is fast enough, you may consider flying as far north as Lake Pleasant. If Luke's SATR is active, carefully thread the needle between the SATR and DVT's Class C to join V105 (PXR 321 radial) to Lake Pleasant. Return on roughly the same route.



Start Location	KGEU
End Location	KGEU
Total Duration	00:33:50
Total Distance	53.313 nm

North Route

- From Space.



South Route

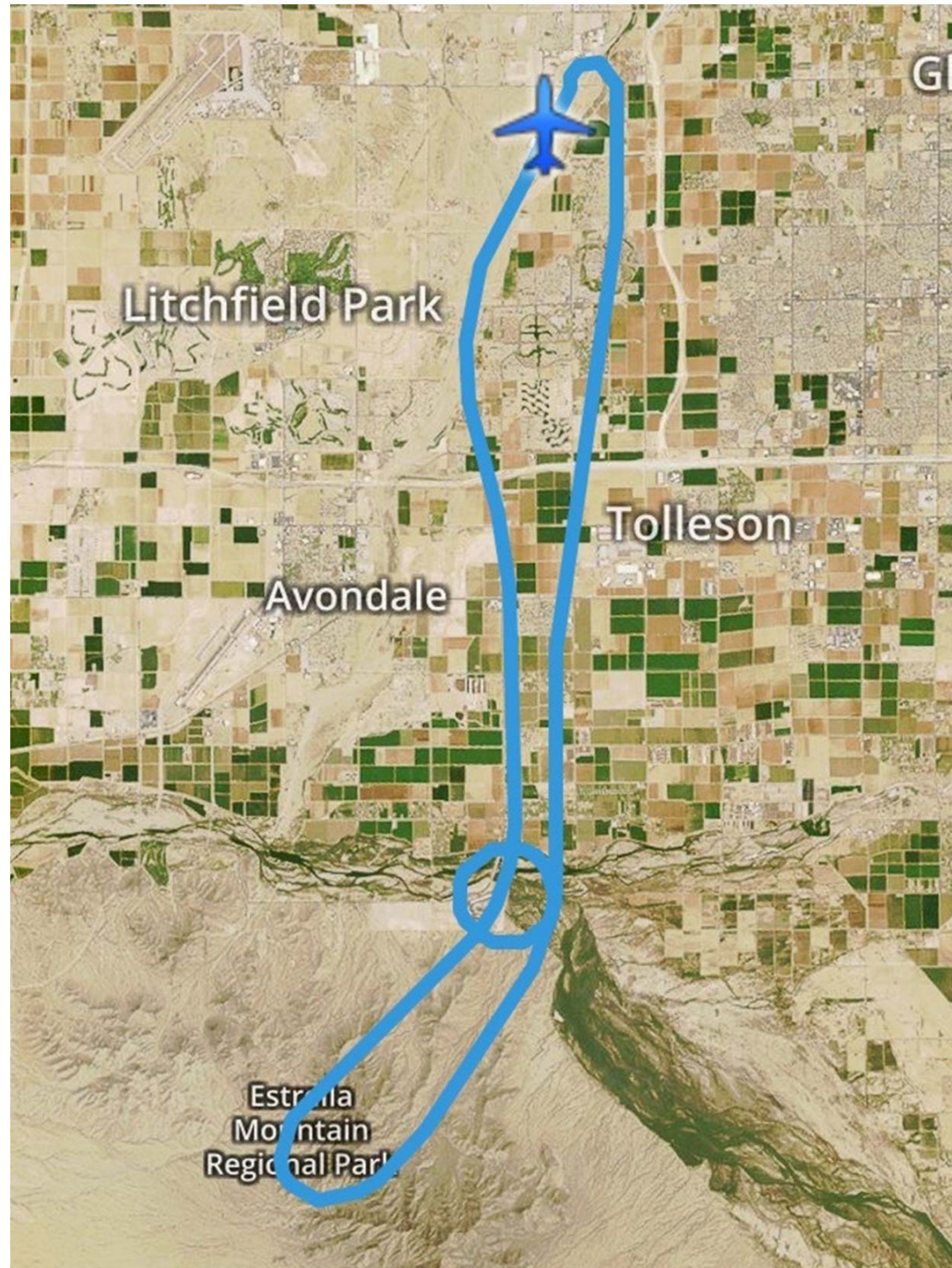
- Depart east of GEU but remain west of Loop 101 and stay below 3,000 feet to avoid PHX Class B.
- Proceed to P.I.R. (VPPIR) and perhaps a circle.
- Consider a circle around the west peak of the Estrella Range.
- Be aware of GYR's Class D airspace below 3,000 feet.
- Extensive flight training around KGYR! Monitor tower on 120.1



Start Location	KGEU
End Location	KGEU
Total Duration	00:23:12
Total Distance	34.374 nm

South Route

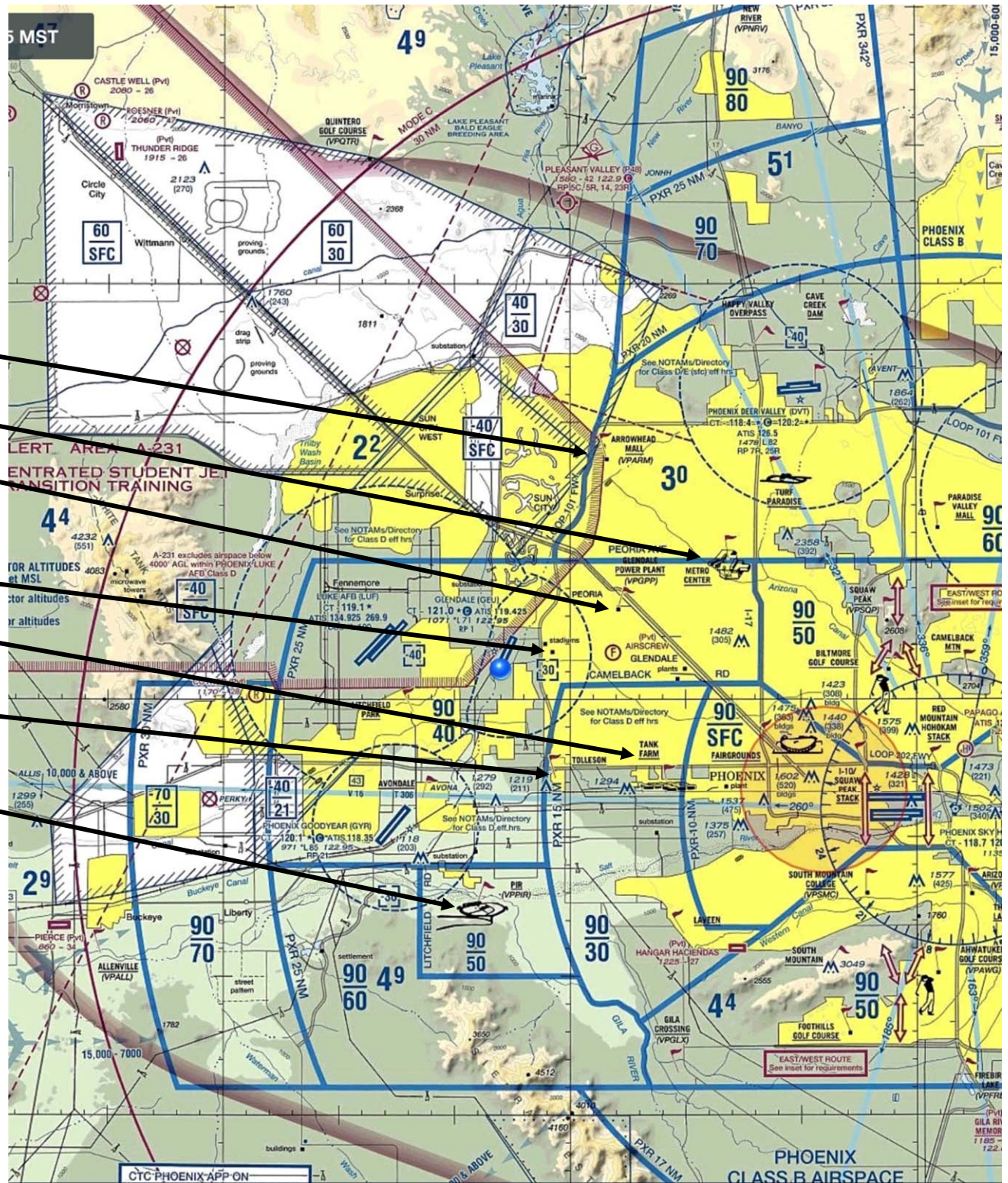
- This route provides a variety of terrain, a view of the Gila and Salt Rivers along with the possibilities of seeing some cars on the track at PIR.
- Extensive flight training around KGYR! Monitor tower on 120.1



Normal reporting points

- Arrowhead Mall
- Metro Center
- Glendale Power Plant
- Football Stadium
- The Tank Farm
- Tolleson
- PIR

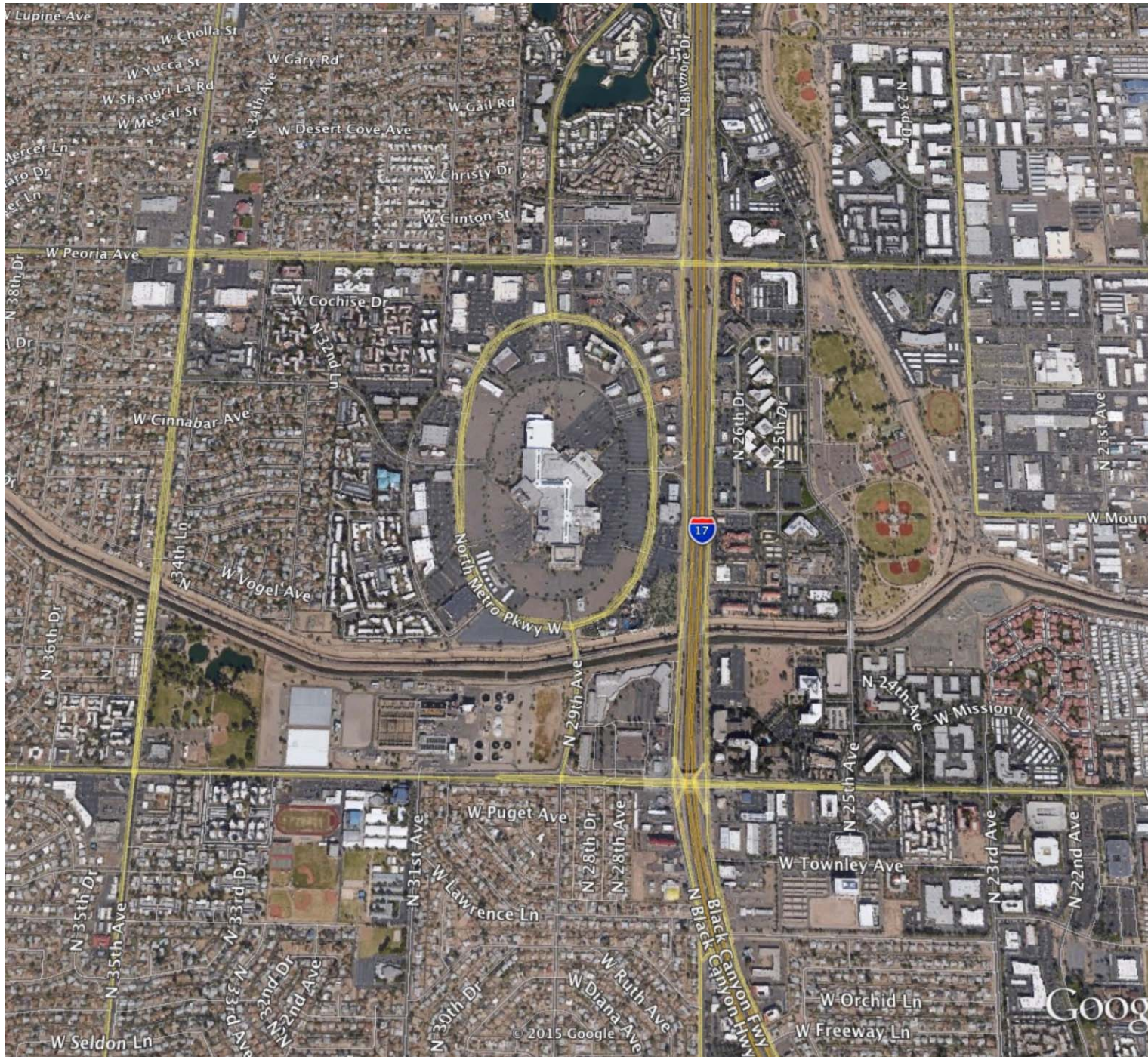
The following 7 slides will illustrate these reporting points as seen from your airplane



Arrowhead Mall (VPARM)



Metro Center



Glendale Power Plant (VPGPP)



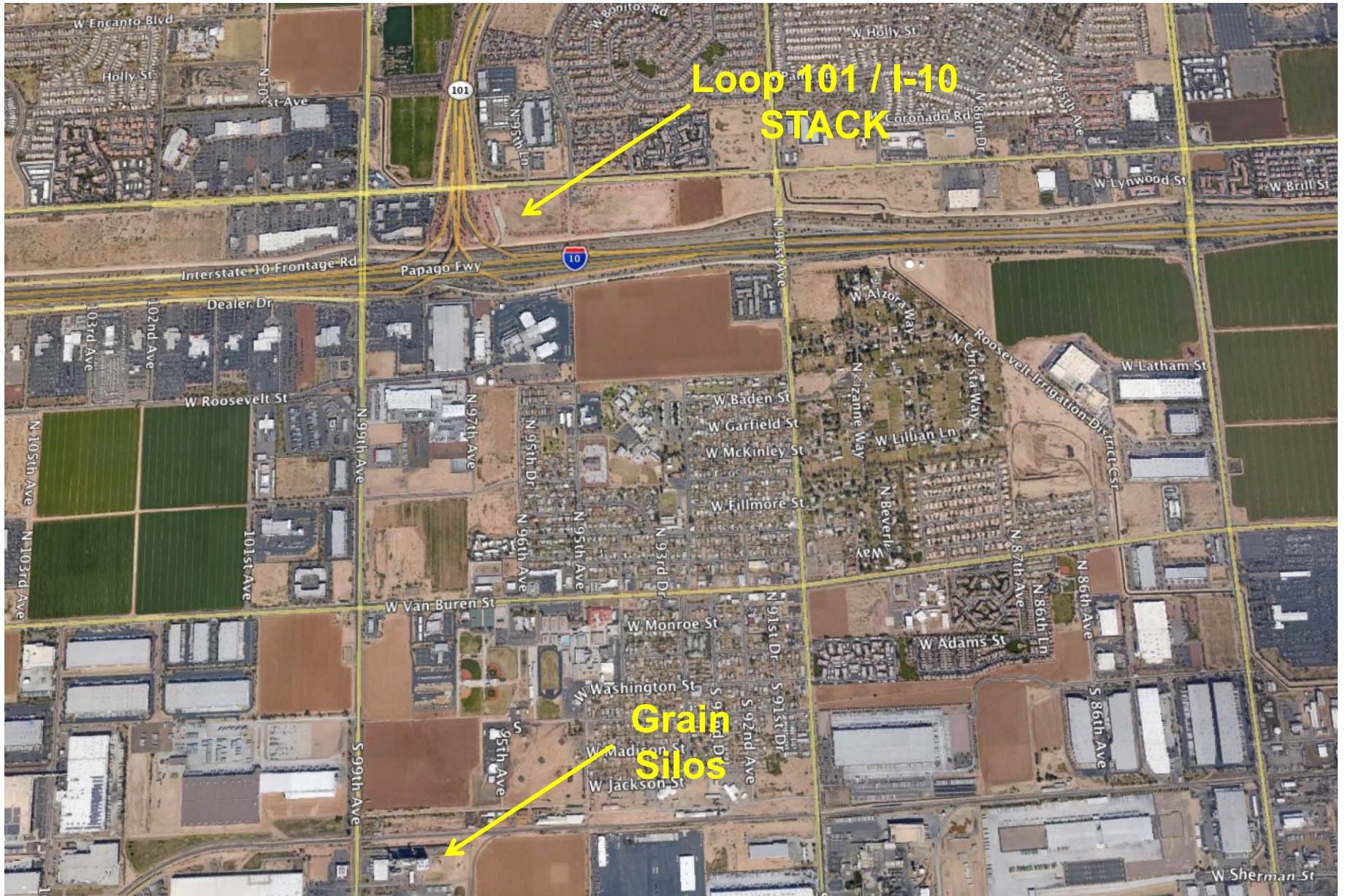
Football Stadium



Fuel Tank Farm (51ST Ave / Van Buren)



Tolleson



Phoenix International Raceway (VPPIR)



Experience has shown that these young eagles will have a wide variety of reactions to their flying experience.

- Some will be very adventurous and ask to do loops and rolls. Of course, we can't do acrobatics, but if we do any maneuver, like "weightless," we recommend putting it to a vote, and only if it's unanimous...
- Some will chatter incessantly. Be sure to require them to be silent when communicating on the radio and in the traffic pattern.
- Some will be reluctant and timid. Assure them that they will not be forced into anything that they don't want to do, even to the point of taxiing back to the terminal and allowing them to pass on the adventure.
- Some will be very quiet and not say a word. Don't be concerned. Odds are, when they get back on the ground, they'll talk up a storm with their parents or friends.

It is truly a privilege and a joy to be able to take these young people on a flight. Each one is unique. Look at their faces and read the messages that they are sending. You have a sense that this is something that they will never forget.



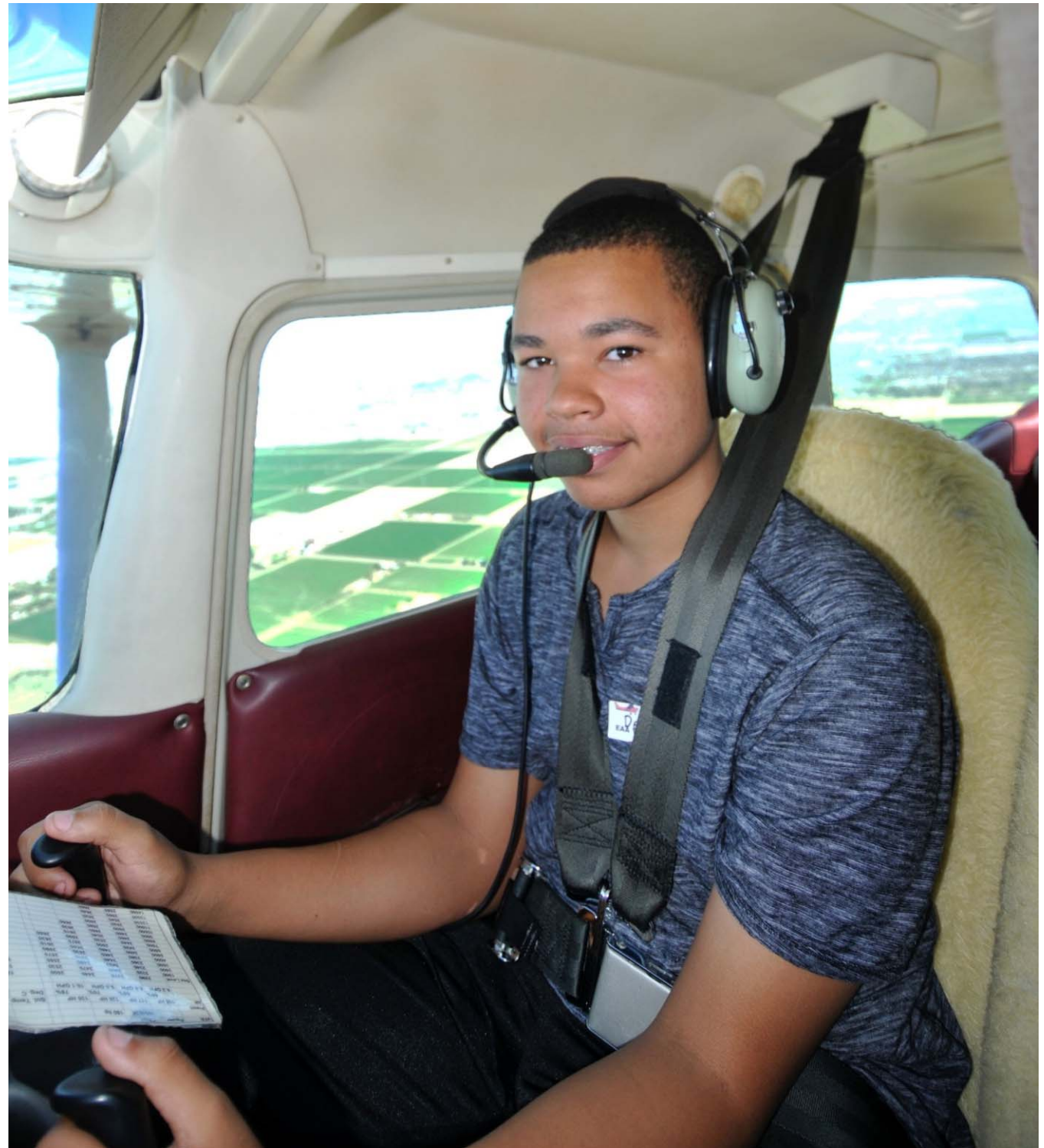


Even the kids in the back seat have a good time.



Of course, the parents are glad that their children had this experience, and they are also glad to see them safely back on the ground.

“The kids at school will never believe me when I tell them that I got to fly an airplane.”



THANK YOU

**FOR YOUR SUPPORT OF OUR
YOUNG EAGLE PROGRAM!**